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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

REPORT NO

CD NO.

COUNTRY Poland

DATE DISTR. 15 Nov 51

SUBJECT Mielec Airfield

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SUPPLEMENT TO
REPORT NO.

25X1A

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1. Mielec Airfield (501925N-212725E) was located about seven kilometers northeast of Mielec. It comprised an area of approximately 3000 x 3000 m and was surrounded by level terrain.

2. The points listed hereunder refer to an overlay of GSGS map, Poland, 1:100,000, sheet S-16, Sandomierz attached as Enclosure (A)✓

Point #1 City of Mielec (5017N-2125E)

#2 Main road to Sandomierz (5041N-.145E)

#3 Main road to Debica (5003N-2125E)

#4 Mielec Airfield (501925N-212725E)

3. [The points listed hereunder refer to a memory sketch of Mielec Airfield attached as Enclosure (B):]

Point #1 Concrete runway. This runway ran north-south and was about 1800 m long and 50 m wide. 80% was made of hexagonal concrete blocks about 40 cm wide and 30 cm thick. It had been extended about 10% at each end by ordinary concrete and was in excellent condition.

#2 Concrete runway. This runway ran east-west and was about 2000 m long. In all other respects it was the same as the #1 runway.

#3 Corrugated metal building. It was about 100 x 70 x 15 m and had a shed-type roof made of sheet-metal. The building was supported from within by a row of steel posts running down the center. I do not know the purpose of this building.

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- #4 Corrugated metal building. Same as building #3.
- #5 Barbed wire fence. This fence ran from the guardhouse (#8), around the field to the concrete fence (#9). The barbed wire fence was about 1.20 m high and the wires 40 - 50 cm apart.
- #6 Taxi ways. These were grass-covered and about 10 m wide. They connected the runways with the assembly shops (#10, #11 and #12).
- #7 Entrance from assembly shop area to airfield. The entrance was about 25 m wide and had sliding gates of sheet iron about three meters high. These gates moved on small rollers and operated automatically. They were controlled from the guardhouse (#8).
- #8 Guardhouse. This was a wooden building with a low-pitched, gable-type roof covered with tar paper. Guards stood outside the house when the gates were opened to permit aircraft to pass or to check passes when vehicles or pedestrians entered. Guards from this house also patrolled the fence of the airfield.
- #9 Reinforced concrete fence. The fence was about 2.5 m high and about 20 cm thick. It surrounded the southern, eastern and western sides of the assembly area mentioned hereunder.
- #10 Aircraft assembly building. The aircraft assembly building was about 80 x 50 x 15 m. It was constructed of reinforced concrete and had a concrete-covered arched roof about three meters high across the front of the building.
- #11 Same as Point #10.
- #12 Bus assembly shop. Same as Points #10 and #11.
- #13 Level agricultural area.
- #14 Main gate to assembly shop area. This gate, made of sheet metal, was about five meters wide and three meters high.
- #15 Guardhouse. This was a wooden shack about 5 x 5 x 4 m with a gable-type roof covered with tar paper.
- #16 Administration and storage building. This was a single-story, gray-plastered brick building with red tile, gable-type roof. I heard that this contained offices and storage rooms for spare aircraft parts.
- #17 The road to Mielec. A good, concrete road about seven meters wide which ran south-southwest to the town.
4. The Mielec Airfield was used primarily for the assembly and testing of PO-2 aircraft, which were assembled in the shop (#10), and taxied out on to the field for flight tests. I heard that 60 PO-2 aircraft were assembled in this shop. the airfield 180 were to be assembled. the immediate origin of the parts used in this assembly, but all parts, including the tires, bore Russian markings. In addition, inspections were performed in this shop on YAK-9's brought in from Berlin (5134N-2150E). Maintenance was performed in the shop (#11), on civilian transport aircraft, mostly C-47's. This maintenance consisted of engine changes and cleaning of fuel tanks. The shop (#12) was used for the mounting of bus bodies on British Leland type chassis. There were no obstructions to interfere with take-off and landing.
5. I heard there were 500 to 700 people employed in the assembly buildings (#10, #11 and #12) but have no further information on employment figures. Most of these employees lived in a workers' settlement about three kilometers south of the airfield.

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Enclosures: (A) Overlay of GSGS map, Sandomierz
(B) sketch of Mielec Airfield

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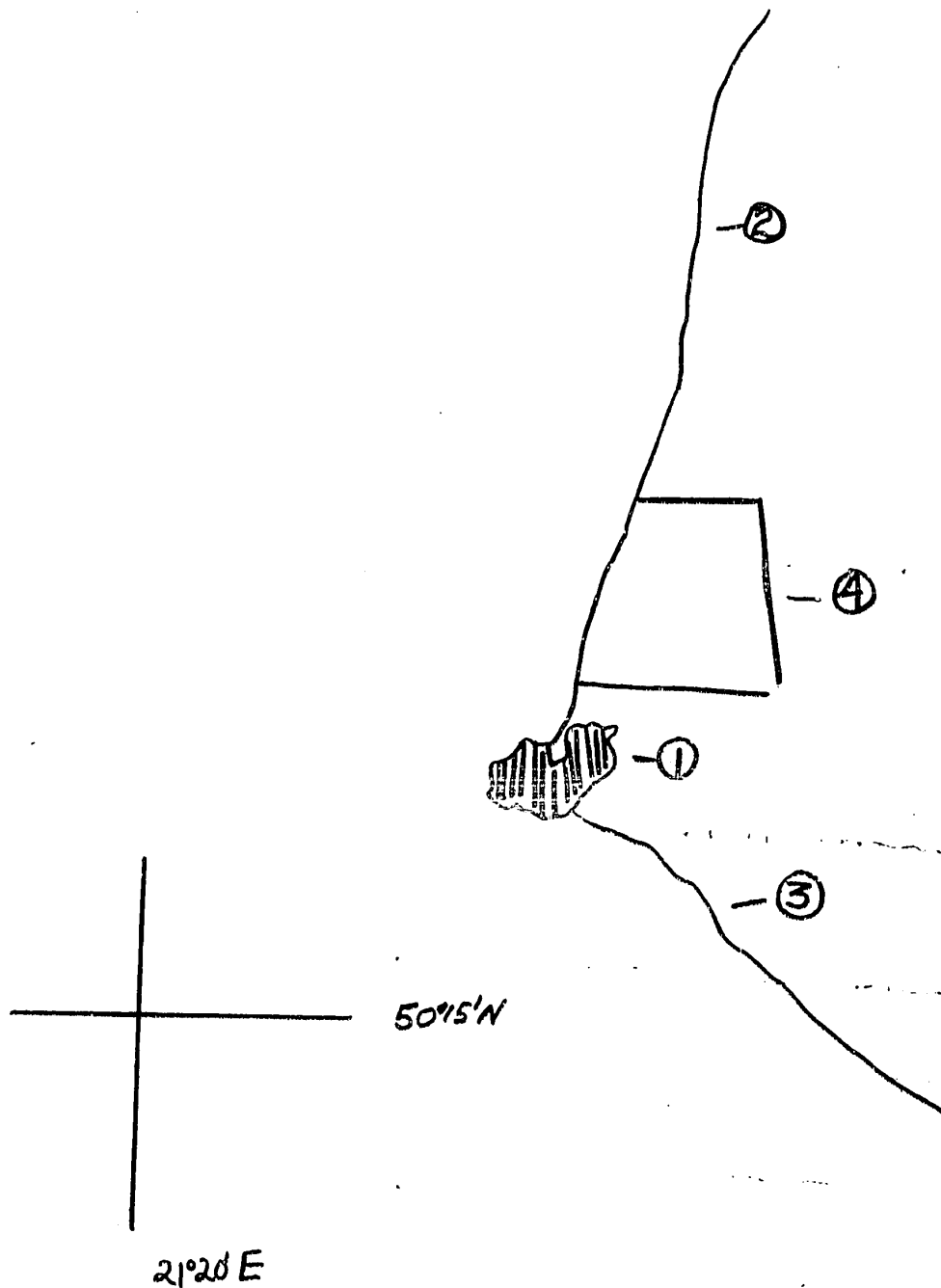
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ENCLOSURE (A)

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Overlay of GSGS map, Poland 1:100,000
sheet S-16, "SANDOMIERZ"

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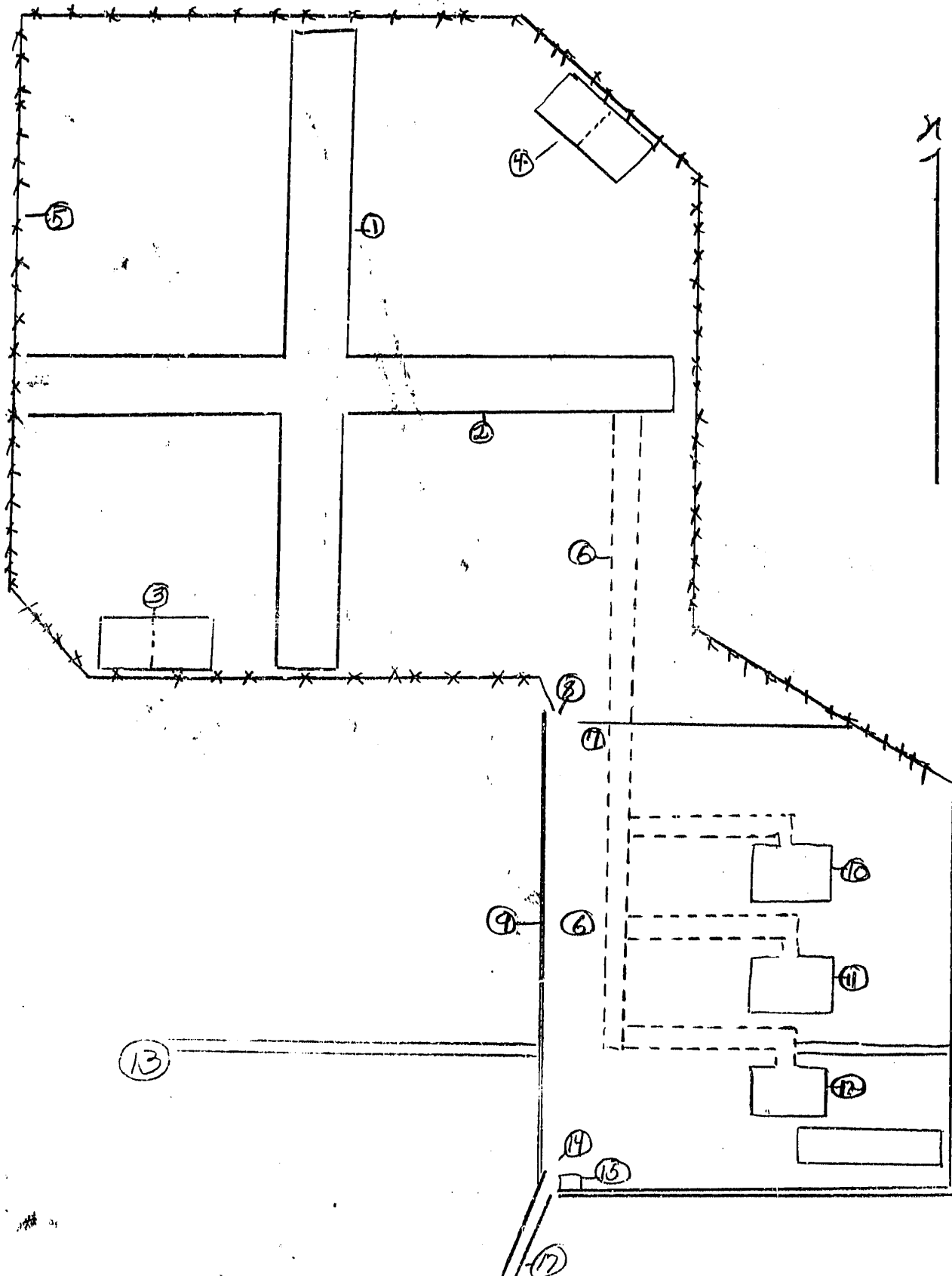
ENCLOSURE (B)

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SKETCH OF MIELEC AIRFIELD

(501925N - 212725E)



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